

DESCRIPTION

PARCEL 1:

LOT 1 IN BLOCK 64 OF THE RANCHO PROVIDENCIA AND SCOTT TRACT, IN THE CITY OF BURBANK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 43 PAGES 47, ET SEQ. OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2:

THAT PORTION OF LOT 2 IN BLOCK 64 OF THE RANCHO PROVIDENCIA AND SCOTT TRACT, IN THE CITY OF BURBANK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 43 PAGE 47 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING SOUTH OF OLIVE AVENUE, AS SHOWN UPON SAID MAP.

PARCEL 3:

LOTS 3 AND 4 IN BLOCK 64 OF RANCHO PROVIDENCIA AND SCOTT TRACT, IN THE CITY OF BURBANK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 43 PAGES 47, ET SEQ. OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT FROM SAID LOT 3, THAT PORTION THEREOF LYING SOUTHERLY OF THE LINE DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED JULY 25, 1958 AS INSTRUMENT NO. 1857 AS HAVING A RADIUS OF 2000.00 FEET AND AN ARC DISTANCE OF 687.18 FEET.

PARCEL 3A:

THAT PORTION OF CALIFORNIA STREET AS SHOWN ON TRACT NO. 7553, IN THE CITY OF BURBANK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 99 PAGES 16 AND 17 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, VACATED BY RESOLUTION NO. 16970 OF THE COUNCIL OF THE CITY OF BURBANK, A CERTIFIED COPY OF WHICH RECORDED DECEMBER 12, 1974 AS INSTRUMENT NO. 2739.

PARCEL 4:

THAT PORTION OF BLOCK 65 OF RANCHO PROVIDENCIA AND SCOTT TRACT, IN THE CITY OF BURBANK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 43 PAGES 47, ET SEQ. OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING SOUTHWESTERLY OF THE SOUTHWEST LINE OF SAID LINES PROLONGED, OF THE LAND DESCRIBED IN THE DEED TO SISTERS OF CHARITY OF THE HOUSE OF PROVIDENCE, ST. JOSEPH'S HOSPITAL OF BURBANK, RECORDED APRIL 28, 1949 AS INSTRUMENT NO. 17 IN BOOK 29948 PAGE 58, OFFICIAL RECORDS.

EXCEPT THAT PORTION OF SAID BLOCK 65, LYING SOUTHEASTERLY OF THE SOUTHWESTERLY PROLONGATION OF THE SOUTHEASTERLY LINE OF SAID LAND DESCRIBED IN SAID DEED TO SISTERS OF CHARITY OF THE HOUSE OF PROVIDENCE, ST. JOSEPH'S HOSPITAL OF BURBANK, RECORDED APRIL 28, 1949 IN BOOK 29948 PAGE 58, OFFICIAL RECORDS.

97 1553642

EXHIBIT "C"

PROJECT DESCRIPTION

The "Project" approved by this Agreement is the development, use, and occupancy pursuant to the master plan of the Project Site depicted in Exhibit "A", Depiction of Project Site, and described in Exhibit "B", Legal Description of Project Site, over a period not to exceed twenty (20) years from the date of this Agreement, of up to a maximum total development (including existing and future uses) of 1,825,865 office-equivalent gross square feet ("OE-GSF"), as OE-GSF is defined in Section 31-2107 of the Burbank Municipal Code in effect on the date of this Agreement, as well as the development and use of parking facilities and structures serving the development. The Project includes any mix of uses Developer may select during the term of this Agreement, provided that the only uses allowed shall be the following: (a) all uses permitted in the MDM-1 zone as set forth in Section 31-2104 of the Code on the date of this Agreement; (b) parking facilities and structures serving the Project Site in accordance with Condition No. 11 of Conditions of Approval; (c) the relocation of Developer's existing helistop to another location on the Project Site that Developer may designate, provided that such new location complies with all applicable state and federal laws governing such helistops; (d) any commercial uses which primarily serve the employees or residents of the Media District and which the Director of Community Development or the Planning Board determines will not be likely to attract a substantial percentage of patrons from outside the Media District; and (e) upon issuance of a conditional use permit, any conditional uses permitted in Section 31-2105 of the Code for which express authorization is not provided herein. Structures or facilities may be located on the Project Site wherever Developer may select to place them during the term of this Agreement, provided that all structures and facilities must be located in accordance with all height, setback, and other restrictions set forth in this Agreement.

The maximum Project Site development of 1,825,865 OE-GSF was determined by computing the total MDSP - allowed development rights for the Project Site, 2,136,038 OE-GSF, and subtracting the development rights previously transferred to another property, 310,173 OE-GSF, leaving remaining development rights of 1,825,865 OE-GSF.

EXHIBIT "D"
CONDITIONS OF APPROVAL

CONDITIONS OF APPROVAL
Planned Development No. 96-1 and
Vesting Tentative Tract Map No. 52223
National Broadcasting Company, Inc.
Burbank Facility Master Plan

GENERAL CONDITIONS

1. All terms used in these Conditions of Approval ("Conditions") and defined herein shall have the meanings given them herein. Terms not defined herein shall have the meanings and definitions set forth in the NBC Master Plan Development Agreement between the City of Burbank and the Developer (the "Agreement"). Terms not defined herein or in the Agreement shall have the meanings and definitions set forth in the Burbank Municipal Code in effect as of the date of the Agreement (the "Code"), or in the Media District Specific Plan in effect as of the date of the Agreement (the "MDSP"), if defined therein, or the meanings and definitions generally attributed to such terms. All references herein to the Code or to the MDSP shall be deemed to mean the Code or MDSP as they were in effect on the date of the Agreement. As used herein the term "guarantee" when it pertains to guaranteeing the installation of a traffic mitigation measure shall mean to cause the improvement to be completed or to provide adequate security to the City, in a form acceptable to the City Attorney's Office, for the completion of such measure.
2. Each individual construction project occurring as part of the Project approved by the Agreement will be subject to review by the City to ensure consistency with all applicable height, setback, parking, landscape, lighting, sign and other applicable development standards or Project obligations. The City's review will be subject to a standard of reasonableness in light of the circumstances as a whole. Without limiting Developer's flexibility under the terms of the Agreement, the individual construction projects shown in the Illustrative Concept Diagram in Exhibit "E" to the Agreement shall conclusively be deemed to be consistent with these Conditions.
3. These Conditions shall be applicable to all new development on the Project Site. These Conditions shall not be applicable to existing development on the Project Site.

LAND USE

4. Developer shall have the right to develop the Project as described in the Agreement (including without limitation

Section 4.3 of the Agreement), Exhibit "C" to the Agreement, Project Description, and in accordance with these Conditions.

5. Total development on the Project Site may not exceed 1,825,865 OE-GSF. Permitted uses on the Project Site shall be as described in Exhibit "C" to the Agreement, Project Description.
6. Developer may relocate its existing helistop to another location on the Project Site that Developer may designate, provided that any such new location complies with all applicable rules and requirements of the Federal Aviation Administration and the California Department of Transportation Aeronautics Program governing such helistops. No conditional use permits or other approvals beyond the approvals granted in the Agreement shall be required for Developer to relocate the helistop in accordance with this Condition. In the event Developer selects a helistop location on the Project Site significantly different than that shown on Exhibit "E", Illustrative Concept Diagram, and if that different location creates a new significant environmental impact other than any impacts analyzed in the EIR, then such relocating of the helistop may be subject to any further environmental review required by CEQA. The Burbank City Council shall consider and approve any revision of the location of the helistop which is significantly different than that shown on Exhibit "E", Illustrative Concept Diagram. By approving the Agreement and this Condition, the Burbank City Council approves and adopts the plans for construction as shown on Exhibit "E", Illustrative Concept Diagram, pursuant to Section 21661.5 of the California Public Utility Code.
7. Developer's relocated helistop may only be used for the following purposes: (i) in support of local and/or network news operations; and (2) for emergency services. The use of any helicopter landing site that may be constructed on top of Project office buildings, other than any relocated helistop discussed in this condition and the preceding condition, shall be limited to emergency uses or other uses approved by the City Fire Chief.
8. The heights of all future structures to be built on the Project Site may not exceed the height limits set forth in Section 31-2107(b)(1) of the Code, nor shall any structure exceed fifteen (15) stories. With respect to approvals for buildings consistent with Section 4.3(d) of the Agreement, no conditional use permits or other approvals beyond the approvals granted in the Agreement shall be required for

Developer to construct structures up to such maximum heights and maximum number of stories.

9. In determining the height of any building or structure, building height shall be: (i) measured from the natural grade which shall be the average elevation calculated by adding the elevation of all corners of the applicable portion of the Project Site and dividing by the number of corners; and (ii) measured to the ceiling height of the highest room for human occupancy.
10. The minimum setbacks for all future structures to be built on the Project Site shall be as set forth in Section 31-2107(c) of the Code, except that in computing the 20% of building height setback from street right-of-ways set forth therein, Developer may construct buildings consisting of more than one tier such that the part of each building tier closest to the street right-of-way must be set back at least 20% of the height of that tier, rather than 20% of the highest portion of the building. No conditional use permits or other approvals beyond the approvals granted in the Agreement shall be required for Developer to construct structures with such setbacks.
11. The Project shall comply with the minimum parking requirements set forth in Section 31-2107(d) of the Code. The Project may exceed those minimum parking requirements as a matter of right, up to a maximum total of 8,880 parking spaces on the Project Site. No conditional use permits or other approvals beyond the approvals granted in the Agreement shall be required for Developer to construct parking structures or surface facilities to meet the rights and requirements of this Condition.
12. In addition to complying with the minimum setbacks required in Condition No. 10, all buildings on the portion of the Project Site bounded by Alameda Avenue on the north, Saint Joseph Medical Center on the east, Parkside Avenue on the south and Bob Hope Drive on the west, shall be built to avoid interference with the existing 4MC Satellite licensed communication path. The table below sets the building setback and height criteria needed to clear the existing antenna line-of-sight to licensed satellites.

| Setback from Alameda Line of Sight Property Line (in feet) | Building Height to (in feet) |
|------------------------------------------------------------------|---------------------------------|
| 15 | 165.0 |
| 20 | 168.2 |
| 25 | 171.4 |

| | |
|----|-------|
| 30 | 174.6 |
| 35 | 177.9 |
| 40 | 181.1 |
| 45 | 184.3 |
| 50 | 187.5 |
| 55 | 190.7 |
| 60 | 193.9 |
| 65 | 197.1 |

AESTHETICS

13. Prior to issuance of building permits for any individual construction project occurring as part of the Project approved by the Agreement, the individual construction project shall be reviewed and approved by the City of Burbank to ensure consistency with the following design guidelines:
 - a. The scale of building elements shall be carefully related to adjacent pedestrian areas and buildings. Buildings shall be designed so that the height and massing contributes to human-scaled pedestrian walkways along major public streets.
 - b. Arcades, canopies, non-reflective paving and artificial illumination shall be utilized to overcome the problem of glare to the extent possible. Building elevations with 50 percent or more of the building surface in glass or other reflective materials shall be limited to a maximum of 15 percent reflectivity for these materials. Building elevations with less than 50 percent of the building surface in glass or other reflective materials shall be limited to a maximum of 20 percent reflectivity for those materials.
 - c. Proportion of buildings and components of buildings shall, to the greatest extent possible, relate to dominant patterns in the immediate visual environment.
 - d. To lessen the appearance of excessive bulk, the following techniques may be used: varying the planes of the exterior walls in depth and/or direction; varying the height of the building so that it appears to be divided into distinct massing elements; articulating the different parts of a building's facade by use of color, arrangement of facade elements; and using landscaping to lessen the impact of an otherwise bulky building.

- e. The finish quality of any new office buildings constructed as part of this Project (not including any sound stages, production facilities, warehouses, or other facilities which may include offices ancillary to such structures' primary uses) shall be at least that of the Alameda Street frontage of the existing 4NBC Building located at the corner of Alameda Street and Olive Street. This finish quality standard shall not be interpreted to require the use of any particular architectural design or finish material.
14. Prior to issuance of building permits for any individual construction project occurring as part of the Project approved by the Agreement, Developer shall adhere to the following development standards:
- a. All setbacks and non-paved areas shall be landscaped.
 - b. Trees shall be planted in areas of public view adjacent to and along side and rear building lines. All required trees shall be a 24-inch minimum box size.
 - c. Combinations of berming, landscaping, walls, and buildings shall be used to screen loading areas, storage areas, trash enclosures and utilities from public view.
 - d. The landscaping shall be of adequate maturity to reach the height and density sufficient to provide the necessary screening within 18 months of installation.
 - e. All landscaping planters shall have a minimum plan dimension of five (5) feet.
 - f. The following requirements apply only to parking within above ground parking structures:
 - (1) The exterior elevations of parking structures shall be designed to minimize the use of blank concrete facades. This can be accomplished through the use of textured concrete, planters or trellises, or other architectural treatments.
 - (2) Parking structures or that portion of a building used for parking shall be designed to substantially screen automobiles contained therein from the public view. The facade of any parking structure shall be designed so it is similar in color, material, and architectural detail with the building which it serves for parking.

- g. Walls and fences shall be designed to complement the buildings architecture and that of adjacent fences and walls through the use of similar materials and construction details.
- h. Where long fences or wall surfaces are required, periodic articulation or change of material shall be used to prevent monotony. Undifferentiated wall lengths shall be no longer than 100 feet.
- i. Identification signs are allowed on no more than two opposite elevations with a design that consists only of a logo or individual letters. No signs that extend above the uppermost roof line (including any parapets, mechanical penthouses, or other structural elements of a building) shall be allowed. In the event Developer seeks to erect any new sign on the Project Site in excess of this Condition or of the signage restrictions set forth in the Code as of the date of the Agreement, Developer may erect such signage only if the following occur: (i) Developer submits a comprehensive sign plan to the Community Development Director covering signage on the entire Project Site; and (ii) the Planning Board approves such plan (consideration of such plan shall be a Board Consideration Item). The Planning Board's determination may be appealed to the City Council only by the City or by the Developer.
- j. All Project lighting shall be designed to minimize glare onto adjacent properties.
- k. Carports, garages, parking areas, and driveways shall contain security lighting.
- l. Low-level architectural lighting of the buildings and landscaped areas is encouraged.
- m. The design of light standards shall be encouraged to be compatible with building architecture and adjacent light standards in the public right-of-way and within adjacent projects.
- n. Primary pedestrian walkways shall be lighted for pedestrian safety.
- o. Energy conservation shall be an important consideration in nighttime lighting plans. Plans for the design and operation of lighting and illumination shall be developed consistent with the latest technical and operational energy conservation concepts.

- p. The design of any above ground parking structure built across from Johnny Carson Park on Bob Hope Drive or Parkside Avenue shall, in addition to all other requirements of these Conditions, include the use of one or more of the following elements such that no undifferentiated exterior wall lengths of longer than 60 feet occur: articulation of building planes, changes of texture or materials, and/or the use of planter boxes with landscaping.

TRAFFIC AND CIRCULATION

15. Prior to the City's issuance of a Certificate of Occupancy for any individual construction project occurring as part of the Project, Developer shall comply with all traffic mitigation measures, in whatever fashion permitted under the applicable measure, that are applicable to the development threshold triggered by the individual construction project for which a Certificate of Occupancy is sought, as provided herein.

If the implementation of any of Conditions 15 through 41, inclusive, (the "Transportation Conditions") is delayed by factors beyond the control of the Developer, the City may substitute implementation of another transportation improvement measure, provided that such replacement measure is of an equal or lesser cost and will not delay development on the Project Site. In the event any approving agency other than the City does not approve of the implementation of a Transportation Condition, or if a Transportation Condition is met by the actions of others, Developer shall be relieved of the obligation to meet that Condition. Notwithstanding any of these Transportation Conditions, Developer shall be entitled to pay the City any Transportation Improvement Fees in accordance with Article 22 of the Code, rather than directly implementing an "in-lieu" measure, provided that the fees collected from the Developer are adequate to cover the cost of the needed improvement. Certificate(s) of Occupancy shall not be withheld if the City Traffic Engineer determines that any delay in completing any Transportation Condition was primarily the result of delays, rejections and/or other factors which were reasonably beyond Developer's control.

A. Roadway Improvements

16. Alameda Avenue/Victory Boulevard. Connect this traffic signal to the Burbank Citywide signal control system. Additionally, restripe the southbound approach and install parking prohibitions at approximately 10 spaces to permit the installation of dual left-turn-lanes at this

intersection. Developer shall comply with this measure by making a "fair share" contribution of \$17,000 prior to the City issuing a Certificate of Occupancy for any structure causing net new Project development to exceed 100,000 net new OE-GSF. Such payment shall constitute full compliance with this measure.

17. Riverside Drive and Buena Vista Street/Ventura Freeway Ramps. Remove approximately twelve parking spaces and restripe southbound Buena Vista Street to provide: one left-turn-only lane; one through lane to the eastbound Ventura Freeway; one shared lane for the eastbound freeway, Riverside Drive and the westbound freeway; and an exclusive right-turn lane for the westbound freeway. Modify the signal to provide separate northbound and southbound left-turn phases in place of the existing opposed phasing. Developer shall guarantee the installation of this measure prior to the City issuing a Certificate of Occupancy for any structure causing net new Project development to exceed 100,000 net new OE-GSF.
18. Barham Boulevard/Forest Lawn Drive/Lakeside Plaza Drive. Remove approximately 11 parking spaces, modify the Lakeside Plaza Drive median and restripe the westbound and eastbound approaches to provide dual left turn lanes, one through lane and one right-turn-only lane westbound, and dual left turn lanes, one through lane, one through/right shared lane and one right-turn-only lane eastbound. Modify the signal equipment to eliminate the eastbound and westbound opposed phasing and provide a southbound right-turn phase. Modify islands and restripe Barham Boulevard to provide a right/through shared optional lane in place of the northbound right-turn-only lane. Developer shall offer to install this measure prior to the City issuing a Certificate of Occupancy for any structure causing net new Project development to exceed 430,000 net new OE-GSF.
19. Bob Hope Drive and Eastbound Ventura Freeway Off-ramp. Install a traffic signal at this location and interconnect this signal to the signals at Bob Hope Drive and Riverside Drive and at Bob Hope Drive and Alameda Avenue at the time of installation. Developer shall guarantee the installation of this measure prior to the City issuing a Certificate of Occupancy for any parking structure causing an increase of 300 or more parking spaces with direct access to Bob Hope Drive.
20. Cahuenga Boulevard (West)/S/B Hollywood Freeway Ramps. Convert the southbound right-turn only lane to a shared right/through/left lane. Developer shall offer to install this measure prior to the City issuing a Certificate of

Occupancy for any structure causing net new Project development to exceed 670,000 net new OE-GSF.

21. Barham Boulevard/Cahuenga Boulevard (East). Widen the southbound approach to provide a separate right-turn-only lane. Developer shall offer to install this measure prior to the City issuing a Certificate of Occupancy for any structure causing net new Project development to exceed 720,000 net new OE-GSF.
22. Riverside Drive and Bob Hope Drive. Remove up to 10 parking spaces and restripe Bob Hope Drive to provide a southbound left-turn pocket and a left/through/right shared lane. Modify the signal to provide opposed north-south phasing. Developer shall guarantee the installation of this measure prior to the City issuing a Certificate of Occupancy for any parking structure causing an increase of 300 or more parking spaces with direct access to Bob Hope Drive.
23. Alameda Avenue/Olive Avenue. Assure that the programmed City improvements to this intersection (consisting of removing the median on the northbound and southbound Olive Avenue approaches and the median on the eastbound Alameda Avenue approach to provide separate left-turn lanes) are installed. Developer shall guarantee the installation of this measure prior to the City issuing a Certificate of Occupancy for any structure causing net new Project development to exceed 950,000 net new OE-GSF.
24. Alameda Avenue/Buena Vista Street. Connect this signal to the Burbank Citywide Signal Control System. In addition, revise the programmed improvements at this intersection to provide one left-turn lane, two through lanes, and a right - turn lane in the westbound direction and one left-turn lane, two through lanes, and one through/right-turn shared lane in the eastbound direction. Developer shall comply with this measure by making a "fair share" contribution of \$35,000 prior to the City issuing a Certificate of Occupancy for any structure causing net new Project development to exceed 960,000 net new OE-GSF. Additionally, Developer shall guarantee the installation of striping revisions (if appropriate) prior to the City issuing a Certificate of Occupancy for any structure causing net new Project development to exceed 960,000 net new OE-GSF.
25. Hollywood Way/Alameda Avenue. Connect this traffic signal to the Burbank Citywide Signal Control System. Additionally, if the westbound Ventura Freeway on-ramp from Alameda Avenue opposite Cordova Street is not yet constructed, widen Alameda Avenue to convert the westbound right-turn-only lane to a through/right shared lane to serve the existing on-ramp

west of Hollywood Way. Developer shall comply with this measure by making a "fair share" contribution of \$35,000 prior to the City issuing a Certificate of Occupancy for any structure causing net new Project development to exceed 1,020,000 net new OE-GSF. Additionally, Developer shall guarantee the installation of striping revisions (if ramp is not already constructed) prior to the City issuing a Certificate of Occupancy for any structure causing net new Project development to exceed 1,020,000 net new OE-GSF.

26. Alameda Avenue/Lake Street. Connect this traffic signal to the Burbank Citywide signal control system. Developer shall comply with this measure by making a "fair share" contribution of \$5,000 prior to the City issuing a Certificate of Occupancy for any structure causing net new Project development to exceed 1,050,000 net new OE-GSF. Such payment shall constitute full compliance with this measure.
27. Hollywood Way/Olive Avenue. Remove approximately twelve parking spaces and restripe the eastbound approach to provide dual left-turn lanes. Developer shall guarantee the installation of this measure prior to the City issuing a Certificate of Occupancy for any structure causing net new Project development to exceed 1,060,000 net new OE-GSF.
28. Barham Boulevard/Cahuenga Boulevard (West). Remove approximately twelve parking spaces and restripe the eastbound approach to provide dual left-turn lanes. Developer shall offer to install this measure prior to the City issuing a Certificate of Occupancy for any structure causing net new Project development to exceed 1,130,000 net new OE-GSF.
29. Alameda Avenue/Pass Avenue. Connect this traffic signal to the Burbank Citywide Signal Control System. Developer shall comply with this measure by making a "fair share" contribution of \$35,000 prior to the City issuing a Certificate of Occupancy for any structure causing net new Project development to exceed 1,150,000 net new OE-GSF. Such payment shall constitute full compliance with this measure.
30. Olive Avenue/First Street. Remove up to five parking spaces and restripe Olive Avenue to provide a left-turn only lane, two through lanes and a right-turn only lane in the westbound direction. Developer shall guarantee the installation of this measure prior to the City issuing a Certificate of Occupancy for any structure causing net new Project development to exceed 1,200,000 net new OE-GSF.

B. Transportation Demand Management (TDM) Plan

31. Transportation Management Program. A Transportation Demand Management ("TDM") program shall be prepared for the Project which can achieve a minimum 15 percent reduction in peak hour trips. Reduction of regional impacts will require that the longest vehicle trips, which contribute the most to regional VMT and congestion, be targeted by this TDM program. Programs that most effectively reduce longer trips shall be emphasized. The following is a menu of potential TDM program measures, from which a program that achieves the minimum 15 percent peak hour Project trip reductions can be constructed. The following potential TDM measures shall be evaluated during the formulation of this program and incorporated into the TDM program as appropriate, but no particular TDM measure or measures are to be deemed requirements of these Conditions:
- a. Media District TMO Membership. Provide assistance with achieving trip-reduction goals through programs operated by the Media District Transportation Management Organization.
 - b. On-Site TDM Coordinator. Provide for a trained Transportation Coordinator responsible for the development, implementation, marketing, and evaluation of the Project trip-reduction programs.
 - c. Centralized TDM Office. Provide for a centrally located office under the direction of the Transportation Coordinator, and an appropriately sized staff to provide one-stop commute planning services.
 - d. Public Transit Program. Provide for personalized route information; distribution of schedule information; on-site sale of transit passes; subsidies for the use of transit; coordination with local transit operators to enhance service to the site, including convenient, attractive stop locations; and development of shuttles to local transit hubs.
 - e. Personalized Rideshare Matching. Provide an in-house matching system to create carpools or vanpools, or assistance in obtaining matching information from the regional database.
 - f. Vanpool Program. Provide for vanpool service and vanpool fare subsidies; shared vanpools with adjacent employers.

- g. **Parking Management.** Provide preferential parking locations and convenient pick-up/drop-off locations for carpools and vanpools.
- h. **Non-Vehicle Commuting Program.** Provide safe and secure bicycle storage areas, and shower and clothes locker facilities; monetary incentives to encourage bicycling and walking to work; and loaning of company bicycles.
- i. **Guaranteed-Ride-Home Program.** Provide a system to transport TDM participants in case of daytime emergencies or unexpected overtime.
- j. **Child Care Facility.** Locate or identify facilities with convenient access from the Project Site.
- k. **Adjustable Work Hours.** Provide programs which allow employees to change to a new fixed schedule in order to participate in rideshare arrangements.
- l. **Compressed Work Weeks.** Provide programs which allow employees to work fewer but longer days (e.g., 4/10 and 9/80 programs), to reduce the number of days per week each employee commutes.
- m. **Telecommuting Program.** Provide programs which allow employees to work at home or satellite centers at least one day per week, to reduce the number of days per week each employee commutes.
- n. **Promotional Programs.** Provide promotional events that include direct involvement of upper-level studio management, to show Developer's commitment to the program.
- o. **Merchant Incentives.** Provide discounts at local shops and restaurants for TDM program participants.

C. Vehicle Miles Travelled Reduction Program

- 32. **Vehicle Miles Travelled Reduction Program ("VMT Program").** Developer shall prepare and implement a VMT Program for the Project including the following measures:
 - a. **Delivery Management System.** A system of tracking vendor deliveries will be established to move deliveries outside of peak travel times, utilize local vendors and consolidate deliveries whenever practicable.

- b. Business Trip Reductions. In order to reduce trips by employees working on the Project Site and visitors to the Project Site, new office facilities will have access to advanced trip reduction alternatives such as teleconferencing facilities. Employees will also be encouraged to "bundle" off-site meetings and visits by outside persons whenever possible to reduce the total number of trips and vehicle miles travelled.

D. Site Access

33. Signalize California Street Driveway. As part of a project located opposite the Project Site on California Street, a new signal located approximately midway between Alameda Avenue and Riverside Drive is proposed, in the general vicinity of the likely location of a primary Project Site access driveway. Developer shall coordinate any such Project Site access driveway with the owner or operator of the other project across California Street, such that the two driveways will be signalized in a coordinated fashion. The final design shall be approved by the City Traffic Engineer. Developer shall participate in the funding for the installation of this new traffic signal, either by reimbursing up to half the cost of the signal if it is installed by others or, if the signal is not installed by others at the time that 300 additional parking spaces with direct access to California Street are completed, by installing this signal with provisions made for appropriate reimbursement. Signal installation shall include interconnection with the proposed California Street and Olive Avenue signal.
34. Signalize the California Street and Olive Avenue Intersection. This intersection is proposed for signalization by others. If the signal is constructed by others, the Project shall provide reimbursement for up to half the cost of the signal installation. If this intersection is not signalized by others at the time that 300 additional parking spaces with direct access to California Street are completed, then the Project shall install a signal at this intersection, with provisions made for the appropriate reimbursements. Signal installation shall include interconnection with the existing signal at the intersection of Olive Avenue and Alameda Avenue.
35. Bob Hope Drive and Parkside Avenue Signal Interconnection. Developer shall signalize the intersection of Bob Hope Drive and Parkside Avenue at the time that the main Project driveway is realigned to form a fourth leg at this intersection. This signal installation shall include